HOTOS AT THE CARNIVAL

FINE EXHIBIT MADE BY AMA-

Most of the Views Are by Members of the Camera Club of

The exhibit of photographs by amaof the exhibitors are members of the sera Club. Very few out-of-town on peritors have sent in work indeed, when it is remembered that the cash value of the prizes is greater than ever before, it is surprising that the number of exhibitors is research with ore is so small compared with that en former occasions. The judges have not yet been appointed, but their task will undoubtedly be an easy one. The prints exhibited are divided into the following classes: I, portrait; S, genre; S, inclications; S, still life. Following are the prints:

First prizes of \$25 each in classes 1, 2

nd prizes of \$10 each in each of the

First prizes of \$10 each in classes 4 and 5. Second primes of \$5 each in each of the

Iwo of the first three cinners.

Myra Albert Wingins, of Salem, has some notably artistic work. She is represented in every class except No. 4, and her work in all of them shows the hand of the genuine artist. No. 114, the head of a young woman seen in profile, is extraordinarily autoessful for the softmess and beauty of the lighting, which gives the picture the effect of a water-color; the sizadows neen almost to have been put in with a brunk, so translucent are they, whether on the bare shoulders. liey, whether on the hare shoulders face or the loosely colled brown hair. background is particularly well ught, and furnishes a study in itself. The other pertraits are also excellent.
Through the Mist," 100, a landscape
wrapped in the soft vapors of heaven, is three genres that are instinct with ing, and show the fine perceptions he true artist. The spectator is sudy transported to another land as he s at the peasant woman and child mg out from the old casement, the for home expressed so unmis-

bly in their faces and posture. No "The Mother," is remarkable for the mother-look on the face of the peaswoman holding the sleeping babe. b. Ill the sume mother and habe shown, with the addition of a wee hen, both mother and child having looks bent carnestly down upon the The arrist has been peculiarly forthrowing themselves into their parts

E.H. H. Walker has a wonderfully beau-tal study of the beach by moonlight. Is full af darkness and mystery. The ong point of the picture is that the knees, black as it is, seems penetra-. The contrast also between the soft. officery clouds and the crisp reflected in the from the moon on the dark waters selow is well worth careful study. Mr. Walker has other interesting pictures. Mount Hood from Larch Mountain, near eville, shows the peak from a new of view. The old fir trees in the fereground, the succession of ridges and dimher-covered mountains leading up to it, give it cuite a new aspect. The portrait of Miss Veiguth, SI, is superb in its lighting, and altogether a strong piece of work, theroughly quaint in style and artistic in its framing. Mr. Walker's "Marguerits," as she comes with down-cast cone from the charch, while not new to Portland people, is such a fine piece att of Miss Veignth SI, is superb in its string and altogether a strong piece work, thoroughly quaint in style and distic in its framing. Mr. Walker's Marguerite," as she comes with downed eyes from the charch, while not new Portlind people, is such a fine piece work that it cannot fall to be a secone addition to any exhibition. No, "The Sea," is also well known from especial reproduction in the photogeness of the total value of the inports; while in the year 1900 the value was 2596,196, and represents a proportion of but 4½ per cent. frequent reproduction in the photographic magazines. No. 88. Schiller's "Lone Victim of a Stormy Sea." shows a dismanded ship buried in the sand, enly the three masts visible. The picture it is a proportion of but 415 per cent. "Other countries, principally Europeen nations on the following order: Belgium italy, Austria-Huggary, Switzerland and Holland make up the greater countries of Holland make up the greater countries of the countries of th is interesting, but, bald in its simplicity, is one of that class which makes too heavy a demand upon the sentiment of the speciator; the introduction of a fig-tire would have offered some relief. No. a genre, entitled "The Winning " a pack of cards, a determined young face and a revelver pointed across the table. It is thoroughly characteristic

also graces the walls, B. Lamson has four notably good ures, marked "Not for competition." "A Stormy Sea," No. 22, is a strikingly realistic view of the surf, a sense of mag-nitude and depth being conveyed to the

ceesful. It is difficult to make a Japan-ene out of an American girl. "Nydia," the blind girl from "The Lart Days of

It would be hard to find anything in the exhibition more beautiful than Mr. Lamson's "Marshland." This is what is technically called a "gum print" on water fully manipulated by the artist than any other kind of paper. The picture is mar-velously soft, scula-finted, the grouping of trees, the lary reaches of water, the lines of perspective making an the sort of a picture to delight the eye of an artist. "Evening With the Sheep," io. II, is another captivating study Western Light" is a clever piece of com bination printing, two negatives having been used; but the spectator, who have not been told of this, would never have guesped it, with such art is the lighting the landscape made to conform with that which naturally results from a cloud-

ed sky.

H. B. von Ettinger, of Portland, has three quite striking portraits. No. Il is the best, a very successful picture in the impressionistic style of a young woman. The distribution of light and shade is well managed, and the idea of roundness is brought out to excellent advantage, No. 70, a large picture of a nun plunged in prefound meditation, is more pretentious No. 65, a girl's face looking out of the is not altegether a happy offort. The artist will do well to give co ntion to selecting suitable mounting his pictures. No. 71, for example, would be greatly improved by a gray mount; the green makes the picture look less clear in tone than it should, almost

Tucker from a photographic mandpoint, has made an effective picture out of "The Chieftain's Daughter," but t is by no means characteristic of the American Indian maiden. "Products of a Chinese Garden" is a successful snap shot at a group of Chinese children, "Drift-ing," No. 18, shows a fishing boat at full sall, the water is limpld and unruffled by a breeze. "Still Waters," No. 18, is a typical Oregon landscape, full of soft shadows a sedgy pool, willow-guarded L. Todd Hazen's "Chinese Shack." N 10. is excellent in its way, but would en-

ure enlarging. Mr. T. Birdsall has a bright little snapshot among his pictures-"Becsimed"-but the foreground is not altogether fortunote. Harry G. Smith has a good study of oaks on Ross Island. I. Lecser Cohen's "A Gentleman of the Old Behool" is the best of his studies. Orville W. West, in Turmoll," No. 47, has succeeded in making the water sharp and full of detail. while at the same time the landscape is well brought out. His "Willamette Sunset" would be better if it were not for the rather unhappy distribution of lines, the rift in the clouds is two nearly parallel with the long water-soaked log, E. D. Jorgensen has about the only architectural s in the exhibit-two Venetian S. B. Harwood, of London, Eng., has some characteristic hits of English

being charming; it was a plty the road stead of straight, George F. Barden has

introduced an interesting innovation in the "Portland Carnival by Night." Jewei McClure has a very pleasing ef-fect in his "Landscape Near Deer Lodge Montana"; the mountain stream bordered with saplings are worked out in aepia thats and mounted on the same sepin tone of oak. His "Fishing Village, Honolulu," is not so successful as it might be in the printing; the whole effect is hard; it would have been improved somewhat if he had carried the tones of the upper sky down more into the horizon. O. M. Ash has not sent in his best work to this exhibition. His landscape, No. 119, is an interesting subject well treated, but is too photographic, not really artistic. It was rather unfortunate that the landscape had an unsightly excavation in the fore-

The exhibition as a whole, while not quite up to the average, is one of un-occationed interest to the lover of art, as well as the student in photography.

OUR TRADE WITH MEXICO

Its Rapid Growth Pointed Out by British Consul,

WASHINGTON, Sept. 16.-The rapto growth of the trade of the United States with Mexico is illustrated by the following statement by the British Consul in Mexico, a copy of which has just reached the Treasury Bureau of Statistics:

"It is very interesting to note the fluc-tuations in the proportion that each of the principal countries represents in tha total Import trade of Mexico. According to returns already published, it is see that in the year 1873 the United King-dom's share in this trade represented a very much larger proportion, but with the advance of the rallways this proportion has decreased very materially. the other hand, the proportion of mer-chandles imported from or through the United States has advanced very considerably. In the iscal year 1872-3 its value represented 26 per cent of the total, while in the year ended December 31, 1900, this proportion had risen to all per cent,
"The value of the imports from the
United Kingdom and her colonies in the calendar year 1900 was £2.217,111, as against £2,072,103 in 1899, which, though full of atmosphere," as the painters say greater in value shows a proportion of a dulicate, beautiful piece of work, only 17 per cent, as against 1815 per Heimwoh," 108, is the first of a group cent in 1839. The value of the imports from her colonies shows that India sent over £75,000, and Australia £6,720, while Canada shows but a value of £1,640. Although these figures, if compared with the statistics published by the Government of the Dominion, would show a difference, it must be borae in mind that a self-the investigation of the control of that as all the imports from Canada have to pass through the United States (there being no direct marilime service from Canada to Mexico), in the Mexican re-turns it is more than probable that they are entered as being of American pro-

> The imports from the United States of America represent a value of £6,767,042, as against £5,502,041 in 1819, showing an increase of 23 per cent over those of last year, and an advance from 48% to 51½ per cent of the total value of the im-

The value of the imports from France In 1900 was £1,283,860, as against £1,294,922 in 1809, which shows a still further decrease in the proportion they bear to the total value of the imports. In 1899 their value represented 11% per cent, while in the present the proportion is only 10% per cent.
"An increase of £232.467, or nearly 21 per

cent is visible in the value of the im-ports from Germany during the present year. The value is respectively £1,222,784 in 1890 and £1.476,630 in 1900; but notwith standing this advance in value, its pro-

Holland make up the greater portion of the value of the imports under this head, which show a value of £653,632, as against £555,256 in 1899. This increase, however per cent to the total value of the im

"The total value from the whole of Central and South America and the West Indies, Cuba, in the year 1900, was only £108,194 or scarcely more than the valu ble, as on account of their proximity to this country, one would suppose that a the produce of these countries, but the means of communication are difficult, most of the countries having to send either to New York, Jamaica, and even the United Kingdom, in order to find a means of conveying their merchandise to Mexico. 'In the case of the imports the connec tions can be made, but in order to send produce or merchandise from here to the Southern American Republic on the At-lantic scaboard, it is, one may say im-perative to send them to New York or the United Kingdom, as the only means of sending them otherwise is by the Spansh line, which sometimes touches at ports

tion of the imports from each of the prin

cipal countries during th	e past	five y	ear
	Pe	rcentag	Te.
Country-	1898	1899	- 11
United Kingdom	17%	1856	- 17
United States	4894	48%	-51
France	12	1152	30
Germany	111/2	10%	11
Spain	- 256	51/4	- 4
e Other countries	. 444	. 6	- 5
C. Comments		-	

Nitrate of Soda in Nevada,

Engineering and Mining Journal, he reported discovery of beds of nirate of soda in Nevada may prove of cor-siderable importance. They are near siderable importance. They are near Lovelock, in Humboldt County, and a company has already been formed to prospect and develop them. Chile at presect and develop them.
furnishes the world's supply, and
furnishes the world's supply, and the use of the mineral for agri purposes is increasing. A large deposit which could be worked and put on the market at a reasonable cost ought to be a valuable property. The extent of the new beds is as yet very imperfectly

Ardent Desire of the People.

Philydelphia Record. nt Recoevelt has announced as part of his forthcoming policy "the plac-ing in positions of trust men only of the highest integrity." If he shall stick to that he will offend many men in his own party, but he will make himself invincible among his countrymen. There is nothing so ardently desired by the mass of the people of the United States as honest government, and honest government can only be expected at the hands of honest

New Jersey Republicans.

TRENTON, N. J., Sept. 25,-State Chair nan Franklin Murphy will be nominated for Governor by the Republicans tomor row at their state convention. John W. Griggs, Attorney-General in President McKinley's first Cabinet, was tonight selected as chairman of the convention.

No Crime Was Committed.

SALEM, Sept. 25.-Lemuel Gassoway who was arrested yesterday, charged with incest with his 10-year-old daughter, was discharged today, it being conclus proven that no crime was committed.

Captains Forsythe and Ide Retired. WASHINGTON, Sept. 25.-Captains WASHINGTON, Sept. James M. Forsythe and George E. were placed on the retired list today upon their own application, with the rank ansnery. His "Brookford" just escapes or Rear-Admirala.

THE ORDERS TO SCHLEY

(Continued from First Page.)

for about two minutes. The witness had said that the engine was stopped, What was the next change in the indicator of the port engine of the Texas?" was asked.

"Full speed ahead."
"What was the next after that?" "There was no other order given for some time afterward."
"When was a further signal received

by the indicator, and what was the signal?" Within the first hour of the engagement the direction was changed to full speed astern."

"Can you not give an estimate of the time when the signal was given for full speed astern and how long after the be-

"I should say that within the first 'Was there any other signal given dur-

ing that watch within your knowledge for the port engines to reverse?" There was none to my knowledge." Mr. Claxton was not questioned by Mr.

Admiral Cotton on the Stand. Rear-Admiral Cotton, now Commandant of the Norfolk navy-yard, who commanded the auxiliary cruiser Harvard during the Spanish War, was the next witness. He told of meeting the "flying squadron," under Commodore Schiey, off Bantiago, May 27, 1898, and said that on that date he had delivered dispatches to the Commodore from Admiral Sampson and the Navy Department. He had, he said, boarded the Brooklyn about 10:30 o'clock. The weather was then moderate and he had had no difficulty in going aboard the Brooklyn from his boat. He had worn his sword.

"What conversation took place between you and Admiral Schley?" asked Captain

Lemiy, "It will be impossible for me to state the entire conversation," the witness re-plied. "I was on board, generally speaking, from about 10:30 to about noon. The conversation naturally covered a very wide range, the most important part of which was, of course, relative to the dispatch. I had delivered."
"What was said about the dispatches?"

"I delivered to Commodore Schley the original cipher in which the dispatches had been received by me at St. Nicholas Mole, together with the translation of those dispatches, made by Lieutenant Beatl, of the Harvard. I handed them personally to him in his cabin, in the order of their date. He received them read them and commented in a general way upon their purport; spoke of the difficulty he had in getting coal on board his ships while at Clenfuegos and subsequently, to the date of which speaking, May 27, and said it had been almost an impossibility to get coal on hoard on account of the weather. He questioned me relative to the practicability of coaling ships at St. Nicholas Mole and Gonaive Channel. As to St. Nicholas Mole, he said: "There is no question that small ships can coal. As to Genaive Channel, I know of no reason why they should not be able to coal there.'

Possibility of Conling.

'The Commodore made some remarks upon my statements, the language of which I do not recall, but he asked me, 'How about coaling big snips at St. Nicho-las Mole?' I said, 'You cannot coal your big ships there.' I had reference in my reply to the battle-ships and protected cruisers of the Brooklyn and New York class. I said, thinking of the fact that my own ship had been there and was of some 12,000 tons displacement and nearly 600 feet in length, 'Possibly, under favor-able conditions, you might be able to coa the large ships there, one at a time.' But the area of deep water for the anchorage of large ships is so little there it was not practicable to coal at the very utmost more than one large ship at a time there, and in case the weather became had she would immediately have to go to sea. As I remember I recollect no qualification as to Gonalyes Channel."

Admiral Cotton said in re question from Captain Lemly that vessels of the fleet could have coaled where they were on the 27th, "at some time during that day," he said. As indicative of the condition of the seas, he had used a ockleshell boat in going from the Harvard to the Brooklyn, and had worn a

'Was anything said about going to Key Returning to what I said with reference to the difficulty which Commodore Schley stated to me he had had in getting coal on board of any of the ships at Cleufueges, he said he was very anxious. The coal supply was getting short, the weath er was bad and it had been bad almost ntinuously. It was a very serious prop em as to now or whether he could pos sibly get coal on board ships off Santiago He said if he found the weather did not improve and he found it impracticable to coal there, he could only see one resort, and that one would be compelled to re turn to Key West in order to supply his ships with coal. Having that question in view he was apprehensive especially as to one ship, the Texas. He did not ever know at that moment whether she had on board sufficient coal to enable her to

return to Key West. The Retrograde Movement.

'During my visit he gave an order to make signal, a general signal as I remem-ber it, not limited to the flying squadron to report whether the ships lent coal to reach Key West, signal was made, or, at least, I assume it was made. At all events, during m: presence with Commodore Schiey he re-ceived a report to the effect that all the ships, including the Texas, had sufficient coal to return to Key West. I think the Commodore was very much relieved when he received this information. Shortly after, I should say within a few minutes, he directed a signal to be made prepara tory for the ships to return to Key West. The order was given in a general way. cannot give the words of the order While I was still there he received signals to the effect that the signals were re-ceived. Before I left the ship he ordered signals to be made for ships to form preparatory for steaming to

"To go back a bit, I had informed Commodore Schley that it was utterly im-possible for the Havard to get anywhere to Kingston. I had not sufficient coal to go to Key West, and he verbally authorized me to proceed at once to Kings-ton to receive such an amount of coal as could get there, sufficient to enable me to return to the nearest United States

I left the Brooklyn about noon, pos sibly a few mintes before, Immediately after my departure the Broeklyn commenced steaming ahead and I noticed that many of the ships at the moment under Commodore Schley's command were in otion, presumably preparatory to taking their stations in steaming order to re-turn to Key West. As soon as I returned to my ship, after my boat was solsted. I steered to the southwest for

'Did you state in specific terms that ou agreed with Comp a agreed with Commodore Schley as to difficulty in coaling?" The question was not discussed, and I

expressed no opinion." 'Did this conversation occur before or after the dispatches which you took aboard had been read by the Commo

In response to further questions Admi-ral Cotton said that he had the original translations of the cipher dispatches addressed to the Harvard. The dispatch May 25 was then read to him as follows: Secretary Long's Instructions.

"Washington, May 25, 1838.—Harvard, t. Nicholas Mole, Hayti: Proceed at once and inform Schley and also the senior officer present off Santiago as fol-

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lows: 'All department's information in-dicates Spanish division is still at Santi-ago. The department looks to you to ascertain the facts, and to see that the en-emy, if therein, does not leave without decisive action. Cubans familiar with Santiago say that there are landing places five or six nautical miles west from the mouth of harbor, and there insurgents probably will be found and not the Spanish. From the surrounding heights can see every vessel in port. As soon as as-certained notify the department whether the enemy is there. Could not squadron and also the Harvard coal from Merrimae leeward of Cape Cruz, Gonaive Chan-nel or Mole, Haiti? The department will

send coal immediately to Mole. Report without delay situation at Santiago, Cuba. LONG." Mr. Raynor called attention to the fact that there were some material changes in the dispatches as printed in the official

reports by the Navy Department.

Admiral Schley's reply to these disputches, dated May 29, in which he said he could not obey the orders of the department, was then read and Mr. Raynor pointed out various changes in the language of the dispatch as printed in the pointed out various changes in the lan-guage of the dispatch as printed in the efficial report. He addressed the court briefly concerning the changes. He said that Admiral Schley had speken of the weather as "bolsterous," and that that word had been omitted from the printed copy of the dispatch. He also stated that whereas the Admiral had said that 9500 tons of coal would be necessary the printed copy made it 10,000 tons. It was also stated in the original that the Har-yard was going to Port Royal, whereas Kingston had been inserted in the printed copy. There also were other changes.

Admiral Schley's Reply. Following is the text of the original disatch sent to the Navy Department: "Received dispatch of May 26 by Harvard off Santiago de Cuba. Merrimac's ngine is disabled and she is helpless, am Have been absolutely unable to coal the Texas, Marbiehead, Vixen and Brooklyn from collier owing to very rough seas an bolsterous weather since leaving Key West. Brooklyn is the only one in squadron having more than sufficient coal to reach Key West. Impossible to remain off Santiago in present state of coal on account of squadron. Not possible to coal to leeward of Cape Cruz in Summer owing to southwest winds. Harvard just re-ported to me she has only coal enough to reach Jamaica, and she will proceed to Port Royal; also reports only small vessels could coal at Gonaive or Mole, Hayti. Minneapolis has only coal enough t reach Key West, and same of Yale, whice will tow Merrimac. It is to be regretted that the department's orders cannot be obeyed, earnestly as we have all striven to that end. I am forced to return to Key West via Yucatan Channel for coal Can ascertain nothing concerning ene-Was obliged to send Eagle to Port Antonio, Jamaica, yesterday, as she had only 27 tons of coal on board. Will leave St. Paul here. Will require 9500 tons of

oal at Key West."

Admiral Cotton then related a conversation he had had with Admiral Schley cerning a proposition of Lieutenant Beall, of the Harvard, to go ashore and put himself in communication with the Cuban in surgents. He could not, he said, recall the exact words of the conversation, but at all events Mr. Beall had not been or

Judge-Advocate Lemly then asked: "After you delivered the order and prior to the dispatch which he delivered to you to be sent to Kingston, what effort did he make to locate Cervera's fleet to your knowledge. "None to my knowledge."

"Did he with his squadron at that time approach Santiago?" He did not. I will qualify that to this extent: The vessels of course were not at anchor; they were moving about and there were directions for movement toward the harbor of Santiago."

Instructions Disobeyed. "Referring to that phase of the dispatch The department looks to you to ascertain the facts, and to see that the enemy, if therein, does not leave without a declaive action,' what within your knowledge did Commodore Schley do in obedience to

"On the departure of the flying squad-ron, supposed to depart on that day, as indicated by the signal for Key West, and the leaving of your own vessel for Kingston, what of the American force was left off Santiago to prevent the exit of Cervera's fleet from that harbor I have no personal knowledge of that

"Nothing to my knowledge."

Judge-Advocate Lemly then started to read dispatches received by Admiral Cotton from Admiral Schley, delivered by the Scorpion. Mr. Raynor objected to the reading of these dispatches unless Admiral Sampson's dispatch, No. 7, to Admiral Schley should also be read, as sald Admiral Schley's orders vere

At this point Captain Parker remarked that this dispatch could not be found. pressed great anxiety on that point, such

ception, saying that it was out of place for counsel to make such comment. Admiral Dewey sustained the objection.

The order of Admiral Sampson, which

The order of Admiral Sampson, which is a letter known as the "Dear Schley" letter, was then read.

The "Dear Schley" letter is dated Key West, Fla., May 20, 1898. Reforring to a telegram from the Navy Department received by Sampson, advising the latter to send word to Schley to proceed to Santiago, the letter says:
"After duly considering this telegram,

"After duly considering this telegram, I have decided to make no change in the present plans; that is, that you should hold your squadron off Clenfuegos. If the Spanish ships have put into Santiago, they must come either to Havana or Clenfuegos to deliver the munitions of war, which they are said to bring for use in Cuba. I am therefore, of opinion "I did not."

"I did not."

Mr. Raynor attempted to have Admiral that our best chance of success in cap-turing their ships will be to hold the two points, Clenfuegos and Havana, with all the force we can muster. If, later, it should develop that these vessels are at Santiago, we could then assemble off that port the ships best suited for the purpose and completely blockade it. Un-til we then receive more positive information, we shall continue to hold Ha-vana and Santlago."

Admiral Cotton's Dispatches.

On cross-examination Admiral Cotton said that while he had delivered four or five dispatches to AdmiraP Schley he had had the original only of the one dispatch which he had given. They had all beer translated by Licutenant Beall, and he had not seen the originals of any. He had no record of any other dispatches, Mr. Raynor-I think maybe I can help you if you will let me. Are you not mistaken about dates, and is not the date of the delivery of these dispatches the 31st, instead of the 27th of May. You d deliver the dispatches, there is no doubt.

"All the dispatches I received at St Nicholas Mole were delivered to Commo dore Schley on the morning of May 27 There is no mistake about that The dispatches I received at Lingston for Commodore Schley were delivered on the morning of May 31. There is no mistake Mr. Raynor-Then we will go shead and

see if you can find any more. I know you delivered them as fast as you got "I desire to inform counsel that I have

record of the dispatcies that were received by me or that came addressed to the Harvard or addressed to the senior officer at St. Nicholas Mole or Kingston Jamaica. I have not a record of the dis-patches that came and which were intended for Commodore Schley except Mr. Raynor-You spoke of four or five

dispatches?
"The dispatches to which I have referred are those which were received on the Harvard by me." "Have you a record of those?"
"I have a record of the dispatches that

were intended for the Harvard and were received by me as the commanding of-ficer of the Harvard. I have not a clear record of all dispatches that were ad-dresped to or intended for Commodere Schley or the senior officer off Sandago witness identified one dispatch in the appendix to the report of the Bureau of Navigation, May 27, 1898. The court at this hour adjourned for luncheon.

The Afternoon Session.

When the court reconvened after luncheon Mr. Raynor resumed his cross-exam-ination of Admiral Cotton. His first effort was to reconcile certain dates, saving that it was most important that they should be correct. He would admit the delivery of one dispatch on the 27th, but the contention was that the other dis-patches were delivered on the 31st. He called the Admiral's attention to the facthat one of the dispatches which he said he delivered May 27 had been dated at Washington as of that date. This is the dispatch in which Secretary Long had in-structed the commander as to the importance of determining explicitly whether Cervera's fleet was in Santiago harbor, The Admiral said that if he had said that this dispatch was delivered on the 27th he had made a mistake—that it was delivered on the 31st, after his return from Kingston. The Admiral said, however, that he was certain that he had de livered more than one dispatch to Com-modore Schley on the 27th. He said: "I delivered to Commodore Schley two messages on the morning of May 27, I think it probable that among the dis-

patches which I spoke of having ome which were addressed to me and not to him, which contained informati addressed to him. One was from Admiral Sampson, and the other from the Navy Department."

miral Schley concerning the coal sup-ply of the fleet on the 27th, Admiral Cot-

said, under the circumstances. At this point Mr. Raynor referred to

made signals inquiring the amount coal. Did you see the answering signals?"
"I did not," responded the witness.
"You stated you could have coaled from

the Merrimac on that day. Why did not you do so?"
"In the first place I had no authority to coal. In the second place I was going for coal, which I could receive within 24 hours, and in the third place, coal was more needed by the flee; than by the

Harvard."
"Did you ask the Commodore for per-

Cotton say that his conversation with Admiral Schley concerning Lieutenant Beall's proposition to go ashore and communicate with the insurgents had occurred on the Mat, instead of the Eith. The witness said that this might possibly be the case, but that, to his best recol-lection, the conversation occurred on the 17th. Mr. Raynor explained that Admiral on the 31st. or any other day. In order to Schley had, on the 31st, sent another man fix this witness' recollection, his attenuable to the sent and ashers to communicate with the insurg-

tion of Beall's proposition.

The witness said that up to May 24 he d. not know of the presence of the Spanish fleet within the harlor at Santipro nor did he know of any other offi-

On redirect examination, Admiral Cotton said he was satisfied that he told Ad-miral Schley of Lieutenant Beall's propsition on the 27th, because he would als duty if he had not given the informa-

tion at the first opportunity.

Dispatch From Sampson. Mr. Hanna here introduced copy of lispatch from Admiral Sampson, which had been received by the Harvard, and which had not been made public hereto-

been written May 22. A notation on it showed that it had been received May 25, Bale. It was translated by Lieutenant Beall, and as presented read: "The Spanish squadron at Santiago; if provious to May 19, scout off Santiago. Communicate with Schley if he (they) moves west. Schley is expected May 24 at Santiago from Cienfuegos. Telegraph me from Nicholas Mole to Key West it

ie (they) moves east, and leave letter for Schley. Then go to Santiago to meet him, shall be at Cay Francis with squadron. two scouts are available, one should keep track of Spanish squadron," Admiral Cotton said that the copy which he had read had been retained by him. He added that if he had ever given that dispatch to Admiral Schley, it

he Mth. and not on May 31. Mr. Raynor here raised the point that the document read was a copy and not the original. He called attention to the fact that the document had not been printed in the official reports of the Navy Department. An animated controversy followed, in

phich Mr. Raynor commented upon the (in his opinion) inaccuracy of the depart-ment's reports. He demanded the origin-This is an inquiry, and not a prosecu-

tion, and you are here to protect and vin-dicate Admiral Schley, as much as we He said that Admiral Schley had surned in all his papers, and that Admiral Samp-son's papers should also be available for

the purposes of the court.
Captain Lemiy then produced the origcipher copy of the dispatch, asked the witness how he had received the message, and the latter replied: "I received from the cable office on poard the Harvard at St. Nicholas Mole the dispatch of which this is a transia-tion. Lieutenant Beall made the transia-

pher?"
"I believe it to be."

and it to you as a correct translation?" "He handed that to me as a translation of the original dispatch in cipher, and I believe it correct."

"Now, I will ask you whether according to the best of your knowledge and belief and your best recollection of the subject, you delivered, on the 27th of May Commodore Schiey, this dispatch?"
To the best of my knowledge and beilef, I delivered a copy of that dispatch to Schley on May 27, off Santiago, and that is one of the dispatches to which I referred as having delivered. To the best of my knowledge, I delivered a copy of that dispatch, because it was important nformation for him, and he was men

ioned by name in the dispatch."

Ultimately, Mr. Raynor consented to acept the story as correct.

the proposition of Lieutenant Beall to communicate with the Cuban insurgents the previous remark concerning coaling in the open sea on the 27th. He said:

"I understood you to have said that after reading the dispatches, the Commodore reading the dispatches, the Commodore said:

"I will ask you whether you would have considered that you had discharged your whole duty, having knowledge of this, if you had not communicated with Commodors Schley?"

Mr. Raynor indicated an objection, say You are not pressing a question To this Admiral Dewey Interjected; "The

witness has already stated that very "We have," said he, "an order from th to know whether this was done or not; as he suggestion that the insurgents coul have been communicated with comes the commanding officer of the Har-vard with an offer and ready-made means of communication with the insurgent We desire to know whether that offer wi

alds as we can present to witnesses be given. The Admiral has stated that, to did have this conversation on May II. PER ABBOT

tion is directed to this question; and it is

"I would like to know whether, knowing of that, you consider by any possibility you would have emitted to communicate with Commodore Schley?"

"I should think not." Captain Wive Called.

At 3:25 Admiral Cotton was excused and Captain William C. Wise, who was in ommand of the auxillary cruiser Yale old of his reconnoitering about Santiago harbor, May 20 and May 23, previous to suid he had not been able to see anything of the Spanish fleet. Captain Wise re-lated how he had come up with the flyng equadron off Santiago just as it had and told of his exchange of signals with Captain Philip, of the Texas.

Mr. Hanna questioned him, asking: "As understand you, when you picked up the tying squadron, they were formed for the westward movement?" was the reply. "In other we the Texas had completed her turn and the

Merrimac was still in the turn. "Did you pass near any of the ves-"I passed close to the Texas and exchanged salutations with Captain Philip. Captain Philip asked where the Spanish quadron was. I answered:

artment said they were in Santiago." He sked me where we thought they were. sked me where we thought they were, said: 'I firmly believe they are in By the Court-Did you report to the sefor officer present the information upon which you based your belief regarding the

ocation of the Spanish squadron on that "As stated first, I was intercepted by the order from Commodore Schley from the Vixen to take the Merrimac in tow. Captain Sigsbee, of the St. Paul, immediately went on board. The Brooklyn was a mile and a half ahead. I immediately went to the Merrimac and made preparations ommunicating with Commodore Schier

The Judge - Advocate, at Admiral Dewey's instance, invited attention to the

dispatch as follows: "Washington, May 20, 1888.-Yale, care American Consul, Cape Haytten: Inform every vessel off Santiago de Cuba flying squadron is off Cienfuegos and that orders have been sent today to proceed with all possible dispatch for Santia

"The court asks why that order was not carried out."
Captain Wise said in reply: "I mformed the St. Paul, the Harvard and
Minneapolis and notified Captain Philip

The court then adjourned until II o'clock tomorrow, saying that it would hold only one session tomorrow and would take a recess in the afternoon in order to permit those connected with it to attend the fo-neral of Judge Wilson, late counsel for

Admiral Schley. Unity of Action Needed:

Indianapolis Journal.

If every state in the Union would pass uniform law defining anarchy penalty of fine and imprisonment not so severe but that juries would impose a be effectually suppressed. But there should be concert of action.